

LINTON DRAFT VILLAGE PLAN

This report of survey, analysis and proposals has been prepared by the Cambridgeshire and Isle of Ely County Planning Department. It must be emphasised that the proposals contained within this report are in draft form only. The report will only be finalised when all interested parties, that is, County Departments, Statutory Authorities, Government Departments, District and Parish Councils and the general public, have been consulted and have seen and made comments upon the proposals.

October 1969

LINTON A VILLAGE PLAN REPORT

Cambridgeshire and Isle of Ely County Council,
Shire Hall, Castle Hill, Cambridge.

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LOCATION

1

BACKGROUND

DEVELOPMENT PLAN CONTEXT

1.01 Linton is in the Cambridge Study Area which has been excluded from the current Review of the County Development Plan. Until conclusions on the area as a whole have been finalised, the County Council have adopted the policies set out in the 1965 Draft Review of the Development Plan for the purposes of controlling development within the area. The Review gave emphasis to the following policy :

"To encourage the development of certain villages (of which Linton is one) and to take the necessary measures to ensure that they become more self sufficient communities serving as minor service centres for the surrounding rural area."

1.02 With this aim in view further studies were carried out to assess the potential capacity for growth in Linton and it is on this basis and within the policies outlined above that the Village Plan has been prepared.

PREVIOUS TYPES OF PLAN

1.03 Previously "Village Plans" and "Village Envelopes" were prepared by defining a boundary round the edge of the built-up area of the settlement. Development of the village was confined to the area within this boundary. These plans gave no guidance on principles to be followed in site layout or of important features to be preserved, of areas where opportunities for improvement existed or where land for essential community uses should be protected from other forms of development. A major defect was the assumption that all land contained within the village envelope was suitable and available for development. This led to some very major developments totally out of scale with the village.

THE NEW VILLAGE PLAN

1.04 The new Plan is based on a full study of the problems and assets of the settlement, and describes the social, economic and design factors which are involved. The Plan, consisting of maps and a report, is intended to be a guide to Parish and Rural District Councils, developers and members of the public. It sets out and explains the Policies adopted to control development and the proposals made to improve the general amenities and environment of the settlement.

PERIOD OF PLAN

1.05 The Plan covers the period 1969 - 1981. It has, however,

been considered necessary to make some reference to possible development after that time, so that development which will take place during the Plan Period does not prejudice long term proposals.

2

VILLAGE FORM

LOCATION

2.01 Linton is situated in the Granta valley 11 miles south-east of Cambridge on the main A.604 road linking the Midlands to the East coast. The village is surrounded by a number of smaller settlements some 2 to 4 miles distant but its influence is felt over a much wider area serving as it does as a local centre for education and employment.

TOPOGRAPHY

RELIEF

2.02 At Linton the river Granta flows from the chalk hills of the East Anglian Heights to meander north-westwards across a flat alluvial plain. The village grew up at the narrowest part of the valley, a natural bridging point of the river.

2.03 From the valley floor (140 feet above average O.D.) the land rises steeply to the north where the village is contained at the 200 feet contour by Rivey Hill rising to an overall height of 367 feet. To the south of Linton the land is undulating, rising gradually to a height of 250 feet near Hadstock.

GEOLOGY

2.04 The underlying bedrock of the area is Middle Chalk giving rise to the rolling nature of the landscape. The escarpment of Rivey Hill is formed by an outcrop of resistant Chalk Rock at about 250 feet.

2.05 Alluvial and glacial deposits form the low-lying parts of the village, the recreation ground and land to the north-west being situated on the flat river terraces of the Granta.

SOILS

2.06 The Chalk is overlain by a thin layer of Boulder Clay giving the area a well drained 'loamy' soil well suited to arable farming especially wheat and barley crops.

2.07 The valley gravels and alluvial deposits contain large quantities of clay producing a damp soil of little economic value. On these soils numerous varieties of Willow, Oak and Alder flourish.

VISUAL STRUCTURE

2.08 Three basic elements comprise the visual form of Linton: the historic core, the river valley and the modern development to the north and east.

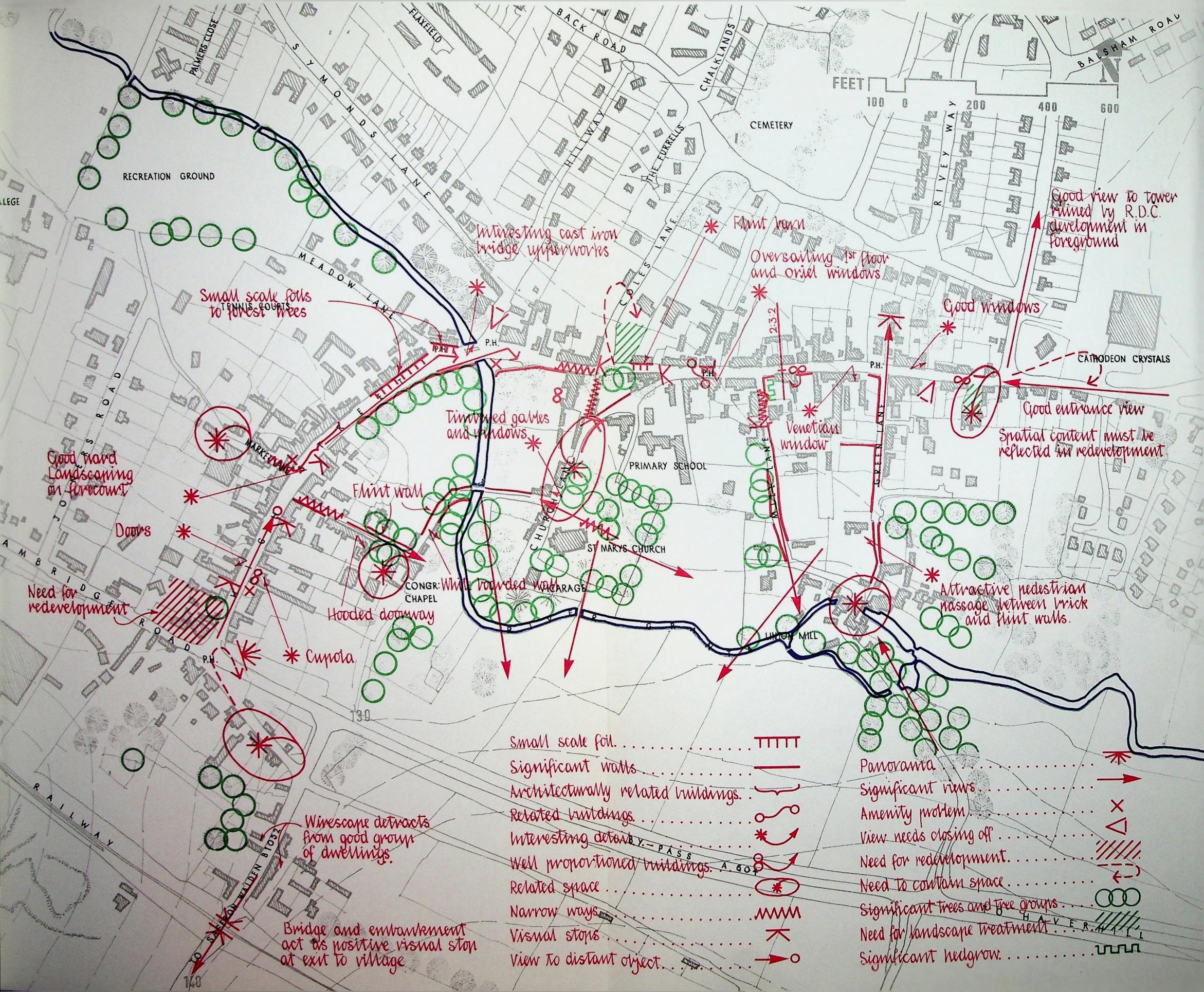
THE HISTORIC CENTRE



2.09 The village grew outward from the original ford crossing, the main street climbing steeply up the valley sides presenting 17th century and Georgian facades in close juxtaposition. Consolidated during successive eras of prosperity, the High Street has a visual unity formed by its linear character and containment within the valley contours.



TOWNSCAPE STUDY AREA



2.10 The High Street is punctuated by narrow lanes leading to the Church, the Mill and formerly the old Market Place in Green Lane. Functional and pedestrian in scale, the lanes form attractive routes between flint walls and closely-knit groups of cottages and trees. Glimpses of the open countryside beyond emphasise their intimate character.

2.11 To the south of the High Street a group of closely inter-related thatched cottages, The Grip, forms an attractive entrance to the village. The railway bridge and embankment strongly emphasise the break between the built-up area and the open country beyond. It is unfortunate that this area has been isolated from the village as a whole by the bypass.

2.12 **THE RIVER VALLEY**
The low-lying nature and damp soils of the valley have precluded large areas as being suitable for development. These have remained as wide belts of open country to the north-west and south-east of the village which terminate in the Recreation Ground and Churchyard as landscape buffers between the built-up areas.

2.13 The major tree groups of the valley appear from the bypass to surround the village, effectively blending buildings and landscape. Within the built-up area individual trees and tree groups play an important part as visual links and in providing foils, visual stops and enclosures. The slopes of Rivey Hill provide an attractive backdrop to these landscape features.

2.14 **MODERN DEVELOPMENT**
The development of the pre- and inter-war periods that spread along the approaches to the village is of a loose-knit nature comprising mainly detached or semi-detached houses and having no regard to the linear characteristics of the older parts of Linton.

2.15 The majority of recent development has been in the form of local authority and suburban estates which have produced improved housing conditions but have failed to translate the traditional forms and materials of Linton into the modern idiom. Consequently these developments have produced an alien road network which adds nothing to the logical pattern of movement within the village. It is regrettable that often the only redeeming feature is where this development is screened by the landscape and does not impose itself on the countryside.

3

PROBLEMS AND NEEDS

CONSERVATION AND THE GROWTH OF LINTON

3.01 The problem of Linton as an historic settlement is to reconcile its growth potential with the need to conserve its essential characteristics. New industry and housing have brought prosperity to the village resulting in a high standard of maintenance and improvement to many of its unique buildings. Further growth, however, will increase pressure for change in the historic centre and elsewhere on a much greater scale than hitherto. These changes cannot be prevented but they must be guided to prevent the fragmentation of the historic environment.

3.02 To ensure that the historic and commercial interests of the centre of the village are not in conflict its definition as a Conservation Area in this Report is intended to preserve its environmental and aesthetic qualities without prejudice to its economic vitality.

POPULATION GROWTH AND RESIDENTIAL DEVELOPMENT

3.03 Since 1963 the private household population of Linton has increased at an average rate of approximately 100 persons per annum. Due to the increasing pressure for development in the village this rate of growth is expected to increase by about 25% during the Plan Period (see paragraph 5.02). On this basis, 400-450 new dwellings will be required by 1981 other than those approved but not built at December 1968.

3.04 The problems of accommodating large scale residential development in Linton are considerable. They must be overcome, however, without spoiling the essential character of the village or the open nature of its surrounding country, especially the Granta Valley and Rivey Hill.

3.05 Due to the overriding need to preserve the character of Linton, infilling sites for residential development in the historic centre will be limited to those specified, and to sites for the replacement of properties that have reached the end of their economic life.

EMPLOYMENT AND INDUSTRY

3.06 Linton has potential for growth as a local employment centre owing to its location and position in the settlement structure of the County, good communications, a steadily growing pool of labour and an attractive locality. Additional in-

dustries will provide a greater range of employment opportunities for those in the village and for some of the increased population proposed by 1981.

3.07 Notwithstanding any conclusions that may be reached on the Cambridge Study Area the approved County Development Plan limits the expansion of employment in Cambridge and the surrounding area. Industries already established in the area requiring expansion or relocation are encouraged to move to sites specifically allocated in the larger villages. A site for this purpose will be allocated in Linton. Sites for small light industries and local service industries may also be required.

TRAFFIC

3.08 The problem in Linton is one of a gradual build up of local traffic and service vehicles in the commercial areas of the village, conflicting with the increasing amount of through traffic using the B.1052. Parked vehicles in the narrow parts of High Street cause danger and delays and seriously undermine the character of the area.

3.09 There is a need for sites for short term parking, and one will be allocated to serve the needs of the commercial area. In addition, restrictions on waiting may have to be imposed in parts of High Street.

3.10 Road widening and improvements to some junctions will be necessary during the Plan Period. Owing to the overriding importance of the conservation of the character of Linton, road improvements will only be of a minor nature within the Conservation Area. (See Conservation Map and the Linton Conservation Study to be produced by the Planning Department.)

SHOPPING NEEDS AND ADDITIONAL FACILITIES

3.11 An increase in population of the order proposed (approx. 25% by 1981), will encourage the establishment of more shops in Linton. These will be accommodated in a limited number of redeveloped properties and some new premises in the existing commercial areas and in new premises in the development areas of the village.

3.12 Linton already has the basic shopping facilities (except a chemist) for a village of its size. New shops will provide a greater variety of retail outlets but there is likely to be some duplication of existing services.

3.13 The scope of many of the ancillary services of the village will be enlarged to meet the needs of the increased population, and to cater for these areas of the village that are at present inadequately served. In addition, a new Primary School will be required, and a home for elderly people is to replace the Hospital by 1976.

4

AIMS AND OBJECTIVES

SCOPE

4.01 The importance of Linton lies in both its architectural and historic characteristics and its role in the rural settlement hierarchy of the County. The following summary of the aims and objectives of the Plan takes into account these factors and the problems described in Section III.

4.02 The policies for the Conservation Area are listed separately and outlined in more detail not because they are more important than those for the village as a whole but because of the nature of the problems associated with the area.

THE VILLAGE

4.03 The following aims and objectives relate to Linton as a whole and the Local Planning Authority hereby propose :

- (i) To encourage the continued growth of Linton as a local employment and service centre for the surrounding rural area.
- (ii) To define the area (see map 'Conservation') as a Conservation Area under the Civic Amenities Act, 1967, and to set out policies to encourage the improvement of the environmental and aesthetic qualities of Linton.
- (iii) To allocate sites for residential development to accommodate approximately 1,250 persons during the Plan Period. These sites, along with development approved but not completed at December 1968, will realise a parish population of 4,000 persons by 1981.
- (iv) To provide for a greater range of local employment opportunities by allocating sites for industry in accordance with County Development Plan policies and by providing for additional local service industries.
- (v) To make provision for an increase in the ancillary services of the village dependent on the increase in population during the Plan Period.
- (vi) To establish policies, in accordance with the framework set out in the County Development Plan for those areas of land where change is likely to occur.
- (vii) To establish policies, where necessary, for areas other than the development and Conservation areas where land uses are to remain, for the greater part, undisturbed.

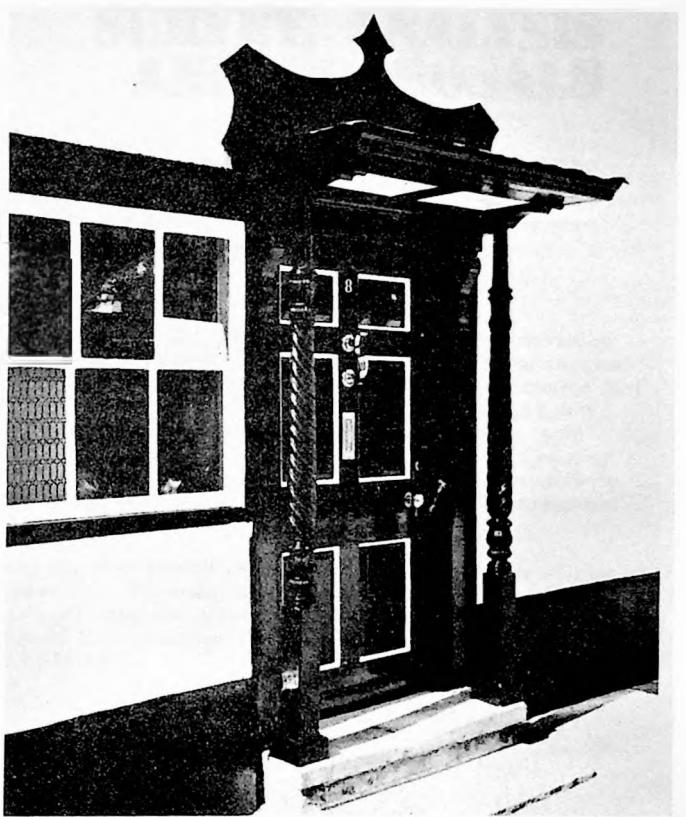
THE CONSERVATION AREA

4.04 The aims of the policies for the Conservation Area, as defined in paragraph 5.43 of this Report, are :

- (i) To encourage the improvement of the environmental and aesthetic qualities of the area.
- (ii) To ensure that the commercial potential of the area is not prejudiced;

and it is proposed :

- (a) To exercise special care in the control of development and advertising within the area.
- (b) To provide for additional retail shopping floorspace in both new and converted properties only where off-street loading or rear servicing facilities can be adequately provided.
- (c) To facilitate the flow of vehicles within the area by car parking and traffic management schemes.
- (d) To ensure that the narrow lanes (Horn Lane, Church Lane, Market Lane, Meadow Lane, Mill Lane and Green Lane) remain pedestrian dominated.
- (e) To discourage the consolidation of development other than improvements to existing properties and the development of a limited number of infilling sites specified along these lanes to ensure that their character is not prejudiced.
- (f) To prevent the decay of unique buildings and those of special character and to encourage proposals for the improvement of such properties.
- (g) To encourage the use of the river frontage by the public and to extend and improve the existing riverside walk wherever possible.
- (h) To encourage the planting of trees and shrubs where necessary and the use of hard landscaping for car parks, shop forecourts and other 'urban' spaces.



A carefully maintained doorway in Horn Lane.

5

SURVEY, ANALYSIS AND PROPOSALS

POPULATION

5.01 1968 ESTIMATE
In 1968 the population of Linton parish was 2,500 persons, including 110 in institutions.

5.02 1969 - 1981
It is the policy of the Local Planning Authority to encourage the continued growth of Linton as an employment and service centre for the surrounding rural area, and it is estimated that the parish population will increase to approximately 4,000 persons by 1981. It should be noted that this figure is an estimate for general guidance only. Additional factors may arise during the Plan Period to cause the Planning Authority to revise the estimate in the light of changing circumstances.

5.03 During the Plan Period an increase of 1,500 persons will be provided for. Planning consents have already been granted for an additional 250 persons approximately; a further increase of 1,250 persons will bring the population up to the 1981 estimate.

EMPLOYMENT AND INDUSTRY

5.04 EMPLOYMENT OPPORTUNITIES
There are approximately 610 employment opportunities in Linton, divided into the following groups :

Manufacturing	46%
Retail Trading	19%
Residential Institutions	8%
Education	7%
Agriculture	7%
Miscellaneous	13%

86% of these opportunities are filled by Linton residents.

5.05 The scientific instruments factory (Cathodeon Crystals) is by far the largest single employing unit in the village. Other businesses include builders, light engineers and small service industries dependent upon agriculture. A small chalk quarry to the south-west of the village is nearing the end of its economic life.

5.06 PLACE OF WORK
Of the resident working population of Linton, 48% are employed in the village, 22% in Cambridge, 16% in other parts of the County and 14% elsewhere.

5.07 FUTURE EMPLOYMENT NEEDS
Additional employment opportunities will have to be created for the proposed increase in population to enable the village

to become more self sufficient. The provision of these opportunities will have regard to the siting requirements and policies set out below.

SITING REQUIREMENTS AND SITES FOR INDUSTRY

5.08 Selected sites must have good access to the main (A.604) road and be so located as to cause the minimum of interference with residential and other properties.

5.09 Land between the old railway and the Cambridge Road to the north-west of the existing business of Myhill and Sons meets with these requirements. It includes the former premises of the Pure Seed Company, at present temporarily occupied by the Gas Council.

5.10 Improvements to the sewerage system in the village will alleviate the drainage problems of firms locating in this area that discharge a large amount of trade effluent into the sewers.

5.11 Additional land will be reserved in the Plan for the extension of the scientific instruments factory. Applications on other sites within the village for extensions to existing firms or for small service industries will be dealt with on their merits.

5.12 Industrial buildings, both existing and proposed, must be landscaped to reduce the visual impact of the building mass and to assimilate the development into its setting.

POLICY

5.13 In the Cambridge area it is the policy of the Local Planning Authority to discourage large scale industries of the mass-production type, and to limit the expansion of employment opportunities to those firms already established in the area requiring relocation or moderate expansion.



It is hoped to retain some of these railings as the new bridge

5.14 The 1965 Review Development Plan for the County of Cambridge stated that :

"In the larger villages on good lines of communication beyond a radius of about 7 miles from Cambridge (of which Linton is one) it is intended to encourage the establishment of small light industries in order to provide a greater variety of local employment."

5.15 Within these limitations firms wishing to relocate in Linton will be guided to sites specified in paragraphs 5.09 to 5.11.

TRAFFIC AND COMMUNICATIONS

EXISTING CONDITIONS

5.16 Linton sits astride a principal traffic route, the A.604, linking the Midlands to the East Coast. It carries a great amount of traffic in the June-August period and heavy vehicles serving the Haven Ports (Harwich, Felixstowe and Ipswich). In July 1966, the average 16 hour flow west of the village was 3,880 vehicles. The bypass opened in 1965 ensures that the majority of this through traffic avoids the narrow streets of the village. Over the same period to the above, only 650 vehicles used the Bartlow Road.

5.17 There are indications, however, that the B.1052, the main 'spine' of the village, is being used by an increasing number of motorists travelling from Essex in the summer months taking vehicles along the entire length of the High Street. To ensure that the environmental qualities of this vital and attractive part of the village are not prejudiced, traffic should be encouraged to use the Bartlow Road as an alternative route.

CONSERVATION AND TRAFFIC

5.18 Although the opening of the new bypass has relieved the build-up of traffic within the historic centre of the village, congestion still occurs in the narrow parts of the main street. Tangible signs, such as mud splashed shop fronts and rapid deterioration of the delicate fabric of many of the older buildings, show that the effects of excess traffic remain when the streets are empty. Future traffic and road proposals within the Conservation Area will be formulated with the aim of improving the environmental and aesthetic qualities of Linton.

5.19 It may be impossible to achieve major road improvements involving the demolition of important buildings. Where proposals for road improvement conflict with the need to conserve buildings and their inherent character, the assumption will be that radical alteration will be acceptable only when overriding argument can be produced in favour of the traffic requirements.

5.20 For example, early improvements to the bridge in High Street and its approaches will be necessary, involving the demolition of the present structure and its replacement by a new bridge carefully designed to reflect the character of its setting.

5.21 The provision of car parking and traffic management schemes will form the basis for the control of vehicular movement within the Conservation Area. There will be minor road improvements and improvement to some junctions on redevelopment of sites abutting the highway.

CAR PARKING

5.22 Sites will be required for small off-street parking areas to relieve congestion within the commercial and historic centre. Where possible, opportunity will be taken to provide lay-bys and parking areas on redevelopment of appropriate sites.

5.23 A site adjoining the printer's workshop in the High Street is already in use. This car park, a private site, needs to be treated with hard landscaping and planting to improve its impact on the street scene at this important point.

5.24 A larger site will be required in the near future to serve the major shopping area in the High Street. The land adjoining the cafe to the north-west is ideally located for this purpose. The remaining shops and any future consolidation of commercial uses in the High Street could well be served by a site on the unused land between Coles Lane and Hillway. It is proposed to reserve this site for parking in conjunction with shopping development, or as a public car park.

PARKING STANDARDS

5.25 The Local Planning Authority's current standards for car parking will be applied to all applications for new commercial and other development.

TRAFFIC MANAGEMENT

5.26 To provide for the safety and convenience of pedestrians and the free flow of traffic, restrictions on waiting in parts of the High Street may have to be imposed. To ease congestion in the area around Linton House, Coles Lane is to be made a 'one way' street, the traffic flow being in a north-easterly direction.

5.27 Further traffic management schemes will be investigated, as the need arises, to improve accessibility to the commercial centre for essential traffic.

OTHER HIGHWAY PROPOSALS

5.28 Extensive improvements will be made early in the Plan Period to the A.604, west of the village as far as the Abington bypass. The majority of improvements will be outside the built-up area of the village. In conjunction with the bypasses of Linton and Abington, they will constitute an attractive route to motorists and a subsequent increase in the traffic flow can be anticipated.

5.29 Improvements to roads outside the Conservation Area will be made as the need arises on development or redevelopment of sites abutting the highway.

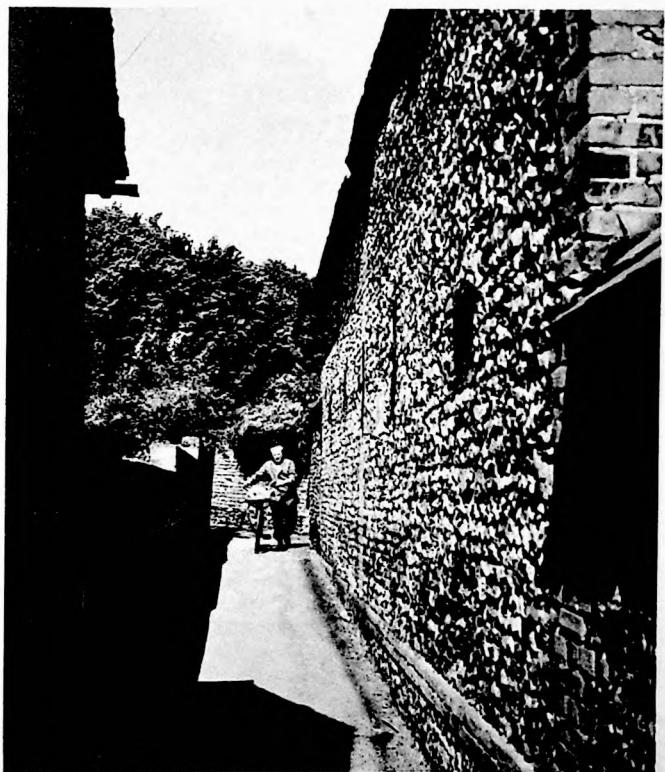
TRAFFIC GENERATORS

5.30 Apart from the commercial centre, the major traffic generators such as the Village College and principal businesses are well provided with off-street parking and servicing facilities. All new commercial and industrial proposals will be required to comply with the Local Planning Authority's current parking standards and to provide adequate off-street loading and servicing facilities.

5.31 The special parking problem associated with the needs of the Church could be overcome by the use of the Primary School playground (ideally located for limited parking) to coincide with Church services.

FOOTPATHS

5.32 Linton has an extensive network of footpaths linking the village and its open spaces. Within the village itself, a number of narrow footways and pedestrian dominated lanes provide attractive vehicle-free routes. It is proposed that these lanes should remain pedestrian dominated and that the footpath system will be extended into new development wherever possible to link residential areas with the schools and shops.



Footpath leading from Green Lane to the Mill

5.33 Steps should be taken to ensure that the bridleway between Chalklands and Rivey Way is reclaimed as an attractive green walkway to Rivey Hill.

5.34 Encouragement will be given to the use of the river frontage by the public and the existing riverside walk will be extended wherever possible. If the wooded site (O.S. Parcel 109) is to be developed a wide footpath should be constructed along the river bank to extend this walk to the High Street.

PUBLIC TRANSPORT

5.35 Regular bus services from the village serve Cambridge (110 trips per week) and Haverhill (77 trips per week), the average journey times being 35 minutes and 26 minutes respectively. Other services link Bartlow, Balsham, Hadstock and Saffron Walden with Linton.

5.36 The nearest main line railway station is at Audley End on the London (Liverpool Street) to King's Lynn line. Regular services from Cambridge serve the surrounding market towns of Royston, Ely and Newmarket.

5.37 There are no known proposals relating to public transport that will affect the Village Plan for Linton.

CONSERVATION

LINTON'S NATIONAL CONTEXT

5.38 Linton has been recognised as being of significant national importance as an historic town by the Council for British Archaeology. It is included on a list of 232 English towns, the historic quality of which requires careful consideration in any planning or redevelopment proposals.

5.39 The inclusion of any town in the list is regarded by the Council for British Archaeology as 'an argument for preparing for it a comprehensive survey of the historic environment, illustrating its layout, its historic buildings, its urban quality and any other special characteristics'. The Council suggest that this heritage plan should form an obligatory part of the development plan process, and should make specific provision for the conservation of the features emphasised by the survey.

5.40 This is being done for Linton and the conclusions of the survey will be embodied in the Linton Conservation Study which will set out, in detail, policies for the preservation and enhancement of the historic environment of Linton. (A copy of this Study will soon be available from the County Planning Department.)

HISTORIC BUILDINGS

5.41 The development of the English town prior to the Industrial Revolution is uniquely displayed in Linton. Unspoilt by ugly industrial and housing complexes, its streets have remained virtually unchanged since the early 19th century. The prosperity of early years is well illustrated by the wealth of 17th century and Georgian dwellings that grace the High Street.

5.42

There are 55 buildings in all that are protected under the present system of listing as being of Special Architectural or Historic Interest. The outstanding ones are the Church, Guildhall, Chandler's Cottage, the Congregational Chapel and Hospital. For a village of this size, there are a great number of Grade II buildings of special interest which warrant every effort being made to preserve them.



The Congregational Chapel, an elegantly proportioned setting.

THE CONSERVATION AREA



A good example of the inter-relationship of different house styles.

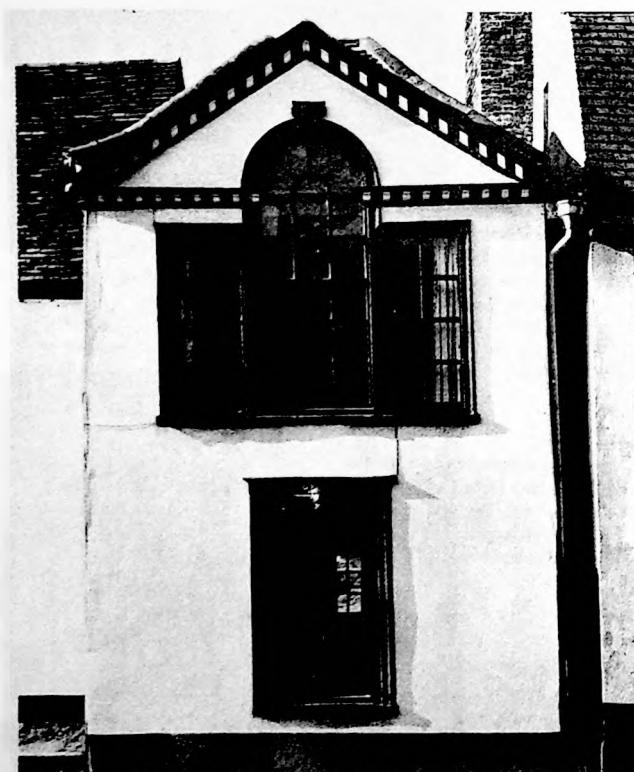
5.43 The preservation of individual buildings, however, without reference to those adjoining and the spaces that surround them is not sufficient to preserve the essential character of Linton. This is to be found in the streets and narrow lanes, the 'urban' spaces and the overall enclosing effect of the river valley and its open spaces.

POLICY

5.44 Under the provisions of the Civic Amenities Act, 1967, the Local Planning Authority consider that an area comprising the whole length of High Street, Horn Lane, Church Lane, Mill Lane and Green Lane, together with the fields adjoining the river contained by those lanes and the area known as The Grip, should be listed as a Conservation Area. It is proposed that :-

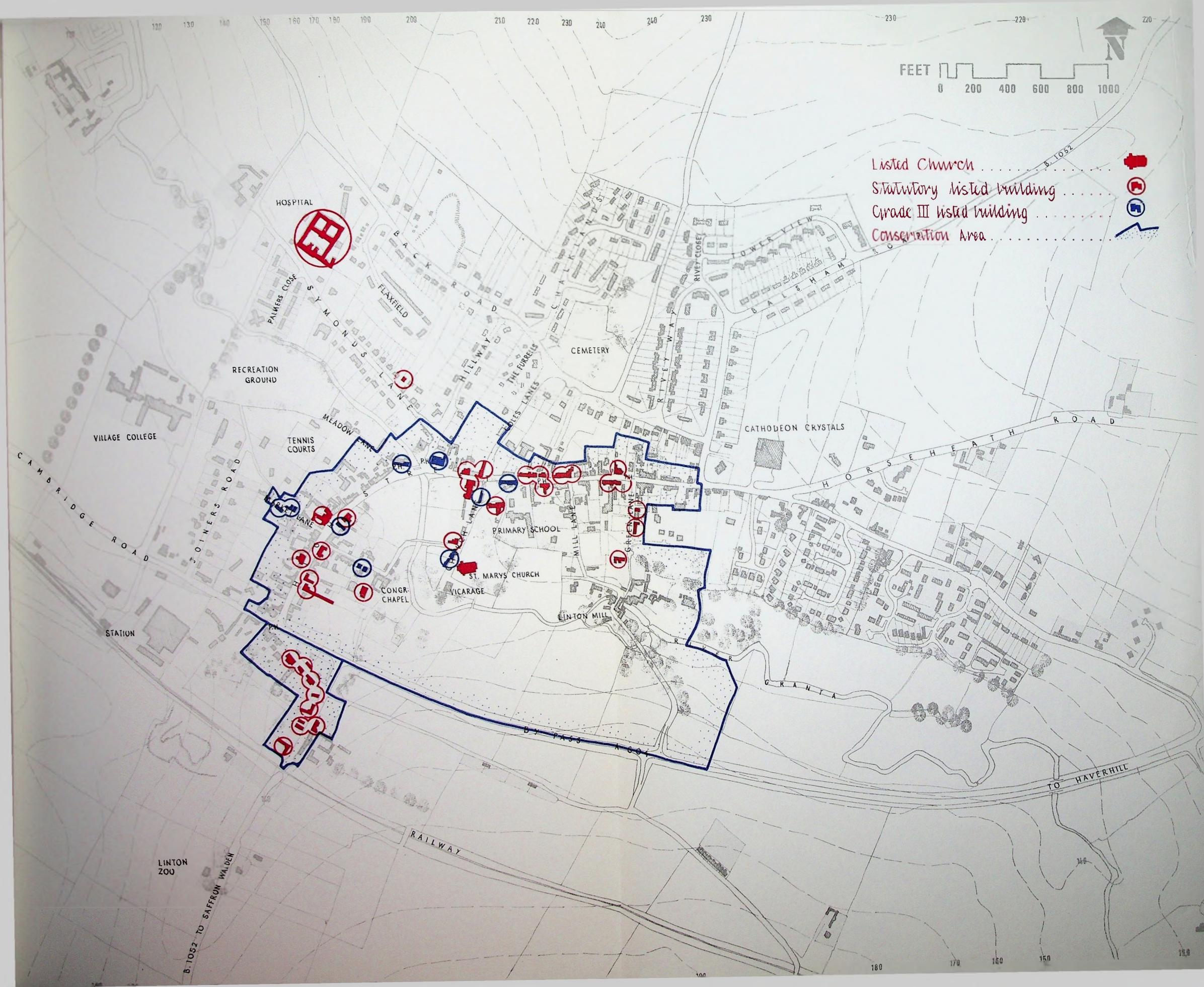
The above area (see map 'Conservation') be defined as a Conservation Area. Within this area the following policies shall apply :-

- (i) The environmental and aesthetic qualities of Linton as an historic and singularly attractive village will be improved.
- (ii) Special care will be exercised in the control of development within the area on the lines suggested in the Conservation Study.



A well proportioned, unusual window, Ram House, High Street.

CONSERVATION



- (iii) The unique buildings and those of special character or position in relation to the area as a whole will be preserved.
- (iv) Care will be taken to prevent the neglect of such buildings as in (iii) above, and applications for grants under the Local Authority (Historic Buildings) Act, 1962, and other legislation for the purpose of repairs etc. will be considered.
- (v) The planting of trees will be encouraged.
- (vi) Encouragement will be given to the development of a riverside walk as outlined in paragraph 5.34.
- (vii) Advice will be given to developers who wish to convert houses to shop or business premises and on overall schemes to enhance the character of the area.
- (viii) New development which adds to the stock of good design in Linton will be encouraged.
- (ix) Unless specifically stated, all buildings that form an integral part of the visual structure of the Conservation Area are to be preserved.

REFURBISHING AND IMPROVEMENTS

5.45 The standard of maintenance and improvement to properties in Linton is generally very high. There is some scope, however, for improvements or redevelopment to some properties within the proposed Conservation Area; these are detailed specifically in the Linton Conservation Study. Encouragement will be given to all proposals for improvements to existing properties and advice will be available from the County Planning Department to developers on the conversion of older properties and on unifying colour schemes when required.

LANDSCAPE

FORM

5.46 The landscape pays an important contribution to the composition of the village. Many areas are enhanced by fine trees both in groups and individually. The position of these trees has been surveyed prior to making a Comprehensive Tree Preservation Order for the village. The most important group features are :-

- (i) The extensive wooded areas surrounding the Mill, consisting of Elm, Ash and English and Turkey Oaks. Along the river there are numerous varieties of Willow and some Alders.
- (ii) The enclosure of the Churchyard formed by Limes and Conifers and the wooded area south of the river comprising Oak, Beech and Horse Chestnut.
- (iii) The group of Poplar, Elm, Oak and Beech trees leading to the bridge that act as a landscape foil to the urban nature of High Street.

- (iv) The mature Limes and Poplars on the Recreation Ground and the Elms along the river and to the north-west.
- (v) The Limes and Austrian Pines of the Cemetery that form a buffer between the Local Authority housing estates; and the Beeches south of Back Road.

5.47 In addition to these groups there are numerous trees and smaller groups that form important visual features of the built-up area of the village. These have been identified along with the important hedgerows and hedgerow trees on the map 'Landscape'.

TREE PLANTING

5.48 Tree planting is needed in parts of the village to hide poor views and to strengthen the visual qualities of some areas. Parts of the Chalklands Estate needs screening where it is exposed on Rivey hillside; a tree belt planted along the north-west boundary of the estate would reduce its visual impact on the countryside. Similarly, a tree screen would improve the views towards the Ridgeway from the bypass. Other parts of the village would benefit from small scale planting to 'soften' and blend development with the countryside.

5.49 Tree planting and both hard (walls, paving, etc.) and soft (shrubs, grass) landscaping will form an integral part of all new development. Where new building is thought to be unduly obtrusive the planting of semi-mature trees will be encouraged. It is important that modern development is conceived in terms of both buildings and landscape being an integral part of the visual environment.

RESIDENTIAL DEVELOPMENT

HOUSING PROGRESS

5.50 During the years 1963-1968, approximately 220 dwellings were completed in Linton, an average of 36 dwellings per annum. 73% of these dwellings were built by the private sector; the largest Local Authority housing schemes being the 'Flaxfields' estate and the development of 'Tower View' on which work is nearing completion.

UNFIT DWELLINGS

5.51 In December 1968, South Cambridgeshire Rural District Council's records showed that 6 dwellings were listed as being unfit and uneconomic to repair and one dwelling was the subject of a Demolition Order.

5.52 The majority of these dwellings cannot be rebuilt on their present sites. They will be replaced on sites within the built-up area of the village not yet the subject of planning applications.



(gross) of retail shopping floorspace in Linton.

5.66 All new commercial premises, both purpose built and those converted from older properties, will be required to comply with the Local Planning Authority's current parking and off-street servicing standards.

5.67 75% of the daily shopping trips are already made in Linton. An increase in population size of the order anticipated will bring a greater range of shops and services to the village than is already available.

5.68 It is estimated that a further 8,000-12,000 square feet (gross) of retail shopping floorspace will be required within the Plan Period. This will be provided in the following way :-

- (i) On land fronting onto Coles Lane south of the Village Hall : 1,000 sq. ft. approximately.



- (ii) On land adjoining the Bartlow Road/Horseheath Road junction : 4,000 sq. ft. approximately.

- (iii) In shopping units to be provided for within the layout of the Balsham/Horseheath Road residential area : 2,500 sq. ft. approximately.

(iv) In improved or redeveloped properties within the existing shopping areas in the High Street : 2,500 sq.ft. approximately. This figure allows for the 'permitted tolerance' increase of 10% of the net floorspace of existing shops and the conversion of other premises to commercial use.

COMMUNITY SERVICES

5.69

Linton Village College serves as a community centre for both the village and the surrounding rural area. As well as providing a comprehensive programme of adult educational facilities it also houses a branch library, a welfare clinic and a local office for the registration of births, marriages and deaths. Early phasing of the land adjoining Union Lane for residential purposes is intended to encourage greater use of the College for community functions. The recently completed Village Hall will also act as a centre for smaller meetings.

5.70

It is proposed to phase out the existing accommodation at Linton Hospital by 1976. This accommodation is to be replaced by a new residential home for 40 elderly people on a site adjoining the present building. The existing hostel for displaced families in Back Road is to be retained.

5.71

It is anticipated that the scope of the existing medical services will be enlarged as demand grows from the increased population.

PUBLIC SERVICES

5.72

There are no known proposals affecting the police and fire services or the Magistrates Court in Linton.

5.73

There is a lack of public toilet facilities in the village. It is hoped that a site in the existing commercial area will be found for this purpose in the near future.

PUBLIC UTILITIES

5.74

Mains water, electricity and gas services are available in the built-up area of the village. There are three public telephone kiosks throughout the village and an automatic telephone exchange in Back Road.

5.75

The existing sewage disposal works is to be enlarged early in the Plan Period and extensions to the sewerage system are proposed to serve the increase in population and the new industries in Linton. The extensions will also cater for the sewerage systems soon to be put in hand for Abington and Hildersham.

PLACES OF WORSHIP

5.76

Linton has three places of worship, the Church of St. Mary the Virgin, the Congregational Church and the Salvation Army Hall. They are all centrally located and easily accessible from all parts of the village.

RECREATION AND OPEN SPACE

5.77 The recreation ground in its pleasant setting provides the village with the majority of its sporting activity. Regular football and cricket matches are played in season. Further recreation space is likely to be needed by 1981 and it is proposed to reserve the field adjoining the existing recreation ground (O.S. Parcel 80) for this purpose. The existing children's play area will be retained.

5.78 In addition all new housing sites will be required to provide both hard and soft play areas for children.

5.79 Surrounding Linton there is a great variety of open country. Wooded slopes of Rivey Hill to the north and pastures along the river valley can be enjoyed by all. It is hoped to extend the riverside use by providing more footpaths, and as the need arises by opening more land up to create a riverside parkland area.

5.80 The Village College, with the extension to its site, has approximately 18 acres of playing field space on the edge of the village. The primary school playing fields along with the churchyard, form an effective buffer between development within the village itself. New development, as well as being interspaced with green walkways and play areas, will also have 3 acres of open space for the new primary school.

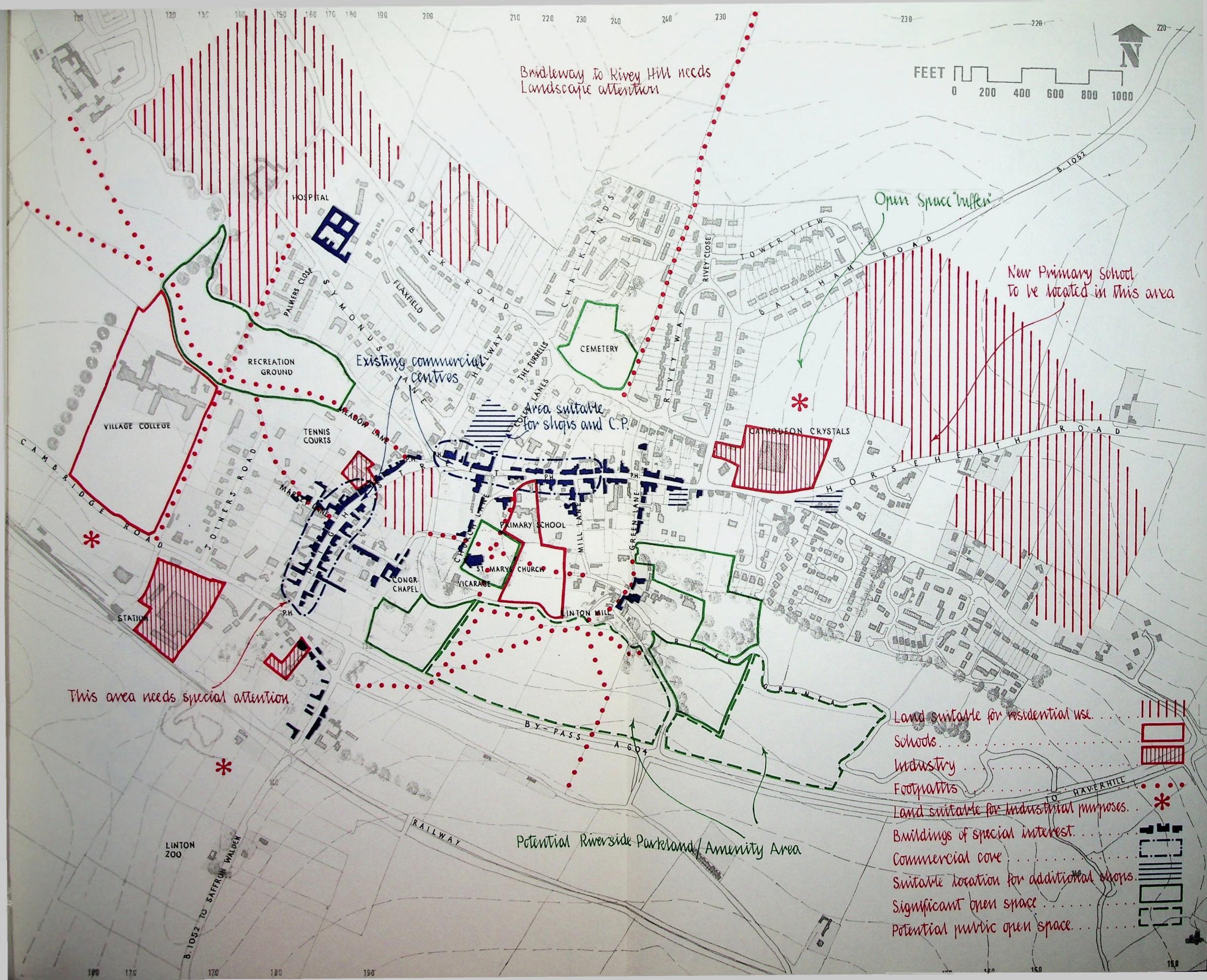
5.81 The burial ground in Back Road is nearly full; additional land, therefore, will be reserved for this purpose adjoining the existing site.

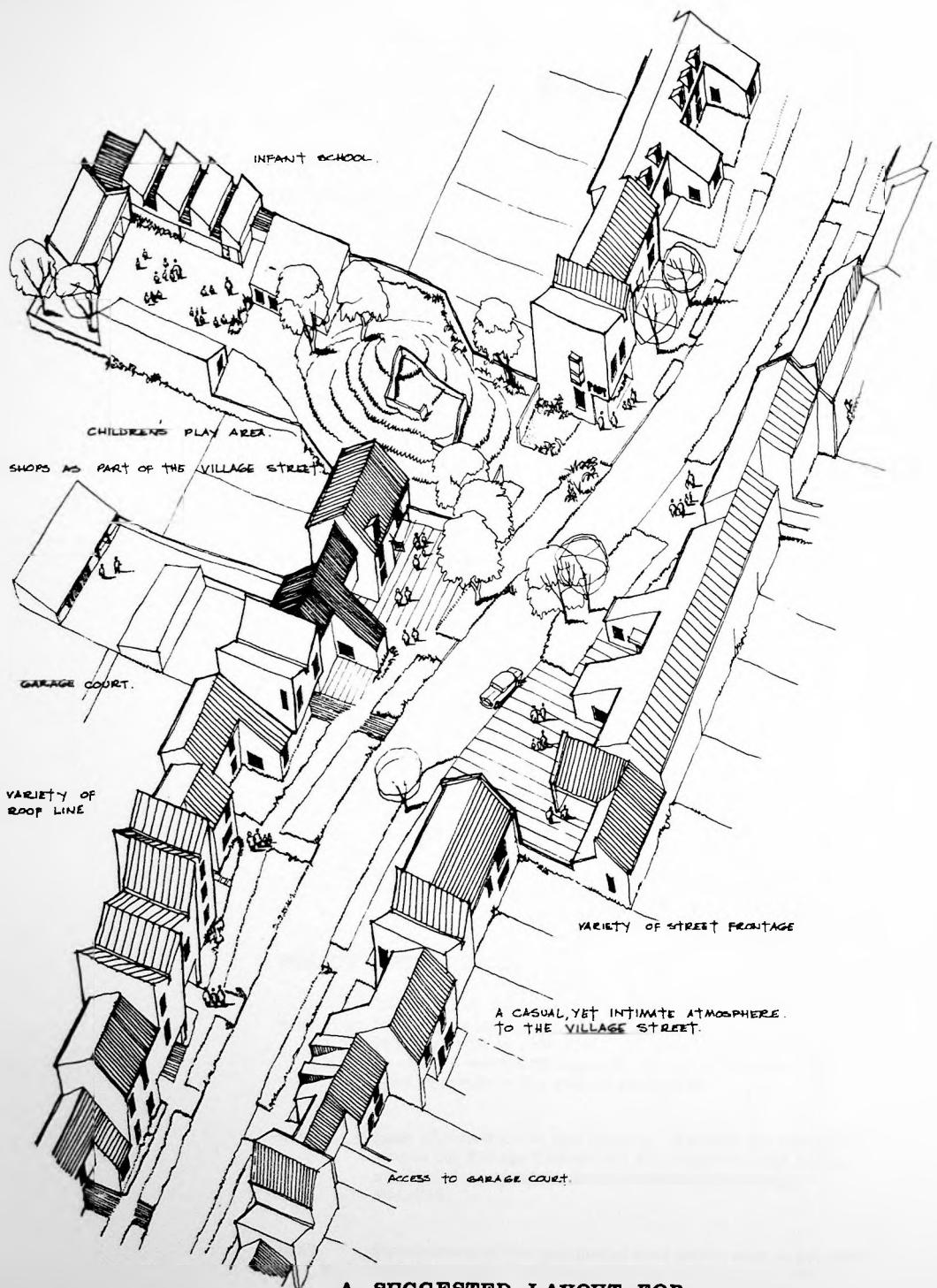
FLOOD CONTROL

5.82 The Great Ouse River Authority is to put in hand a flood relief scheme for the river Granta at Linton. This will involve the dredging of the river bed between the Mill and Little Linton Farm. A necessary part of this scheme will be the heightening of the bridge in High Street.

5.83 The scheme will ensure that the risk of flooding in the village will be reduced to a minimum and that developers planning works in low-lying areas may proceed with confidence.

APPRAISAL





**A SUGGESTED LAYOUT FOR
A MODERN VILLAGE STREET**

6

POLICY AREAS

GENERAL

6.01 Linton has been divided into six Policy Areas for the purposes of controlling development in the village. The detailed policies for each area and the design policies for new development have been established within the framework of the aims and objectives of the Plan.

6.02 In areas outside the Policy Areas it is proposed to safeguard the interests of agriculture and to conserve the environmental qualities of the countryside in accordance with established County policies. In these areas no further development will be permitted other than improvements to existing properties and the erection of buildings that satisfy a proven agricultural need.

POLICY AREA ONE

THE CONSERVATION AREA
6.03 The problems and potential of this area are discussed at length in Section 5 and the established policies are set out in paragraph 4.04 of this report.

POLICY AREA TWO

WEST AND SOUTH-WEST OF THE GRIP
6.04 Part of this area between the railway and the Cambridge Road is being reserved for industrial purposes as outlined in paragraph 5.09. No further residential development will be permitted other than improvements to existing properties. The interests of the Wildlife Zoo will be safeguarded.

POLICY AREA THREE

CAMBRIDGE ROAD - BACK ROAD
6.05 Infilling, improvements to and replacement of existing dwellings will be permitted. No further development will be allowed westwards along the northern frontage of Back Road to preserve the view to Rivey Hill.

6.06 Land allocated in Section 5 will be reserved for the extension to the Village College and Recreation Ground and for an elderly persons' Residential Home adjoining the Hospital.

6.07 Development of the residential area north-west of Symonds Lane will accord with the following principles and the Design Policies, paragraphs 6.16 to 6.31. These are

incorporated in the suggested layout for the area. This is not intended as a rigid scheme in detail, but the following principles involved should be applied to any proposals submitted to the Local Planning Authority for approval :-

- (i) Vehicular access to the site shall be from Symonds Lane.
- (ii) A footpath network, separate from the main vehicular route where possible, shall be provided linking the area with the existing footpaths serving the Village College and High Street.
- (iii) The low-lying areas of the site adjoining the river shall be retained as open amenity land.
- (iv) Any new development should recognise the full advantages of its location and in particular that the dwellings abutting the north-western boundary of the site will form a prominent feature of this entrance to the village. Landscaping will be necessary here, but careful consideration needs to be given to the form and materials of these dwellings in relation to the landscape.

POLICY AREA FOUR

6.08 CHALKLANDS - RIVEY WAY
No further residential development, other than that already approved, will be allowed in this area.

6.09 Encouragement will be given to tree planting and landscaping schemes on the estates to 'soften' the development and, in place, to reduce its impact on the landscape. In this respect special attention should be paid to the north-western boundary of Chalklands, Tower View and the area of land adjoining the Cemetery to the north-east.

POLICY AREA FIVE

6.10 BALSHAM/HORSEHEATH/BARTLOW ROAD
Infilling and improvements to residential properties will be allowed only where the development does not obstruct proposed accesses to the residential areas.

6.11 Approximately 50% of the estimated increase in retail shopping floorspace will be accommodated in this area. The majority of the development will be on the site allocated for shopping at the junction of the Bartlow and Horseheath Roads. The remainder will be accommodated in single units within the residential area.

6.12 A site has been allocated for the extension to the Cathodeon Crystals' works to the rear of the existing factory.

6.13 The development of the two residential areas will take into account the following principles and Design Policies, para-

graphs 6.16 to 6.31.

- (i) The development should take the form of a village street, comprising an integrated network of roads and footpaths serving closely-knit groups of dwellings and occasional shops. It should reflect the linear characteristics and traditional forms of the old village in modern terms.
- (ii) The Horseheath/Balsham Road site shall be developed first, an integral part of the development being the construction of a new primary school to serve the area. 3½ acres of land have been reserved for this purpose.
- (iii) The road network will be required to form a positive link between the Balsham and Bartlow Roads.
- (iv) The footpath system shall be so designed as to provide the easiest and safest routes for pedestrians to the primary school and shopping facilities.
- (v) Landscaping and landscaped play areas will form an integral part of the development.

POLICY AREA SIX

SOUTH OF BARTLOW ROAD

6.14 Infilling, improvements to and replacement of older properties will be allowed but no further consolidation of estate development will be permitted. Tree planting will be encouraged to create cohesive groups within the housing estates.

UNIMPLEMENTED APPROVALS

6.15 Notwithstanding the policies set out above for the six Policy Areas, there are inevitably a few existing valid permissions for development throughout the village which do not now fully comply with these policies. There are no proposals at present to revoke such permissions although the position will be kept under review.

DESIGN POLICIES

THE NEW 'VILLAGE STREET'

6.16 This conception is based on the need to break away from the mediocrity of layout that has become acceptable in modern estate development throughout the village. It is an attempt to re-establish the criteria that need to be applied in creating a new residential area in close proximity to the historic centre of Linton. The illustrated scheme will not be rigidly adhered to in detail but the principles involved must be applied to any scheme prepared for the area.

DENSITY

6.17 The average density of the three development areas has been calculated at 9 dwellings per acre. Along the main 'spines' of development, however, this figure is likely to be exceeded, whilst on the periphery a lower density would be more suitable.

MASSING

6.18 Dwelling groups should reflect the strong linear characteristics of High Street in their inter-relationship of vertical and horizontal planes. This can best be achieved in the form of linked development directly abutting the footpaths or street spaces. The height of the dwellings should vary between two and four storeys along the main spines to one and two storeys on the periphery.

HOUSING FORM

6.19 Basically the form of all dwellings will be determined by the need to create visually coherent groups of buildings. It is important, therefore, that the dwelling units be so designed that their habitable rooms are orientated for both aspect and privacy. Whilst it is essential that harmony is achieved in the groups by way of form and materials of the dwellings, a high degree of individuality can be attained in varying their inter-relationship and detailing. However, it should be left to the silhouette of the roofline to provide the greatest visual activity.

6.20 Not all dwelling types should be extrovert in character, however. The high density of the village street demands some units that enclose their own private patio or being grouped around a central courtyard. Punctuation by 'introvert' housing groups provides visual relief to a large area of residential development.

BRICKWORK

6.21 Unity within housing groups should be provided by the use of one type of brick, avoiding harsh reds and yellows. Limited use of colour provides relief or emphasis when used on a small group of dwellings, or simply on one wall. Where colourwash or rendering is to be used white or pastel grey is most suitable, being the predominant tone of High Street.

ROOFS

6.22 The traditional roofing materials of the village are plain tiles, thatch and some slate. These should be reflected in new work by the use of dark brown or red and charcoal grey tiles.

6.23 The sloping nature of the residential areas places great importance on the silhouette of the roof lines of new development. This will require careful consideration at the detailed planning stage. It is suggested that to avoid monotony and to add visual interest a variety of roof types should be used.

WINDOWS

6.24 The window pattern of the old village is predominantly

vertical in emphasis. This should be echoed in new development. Where a uniform house type is to be used a random window pattern should be adopted to create individuality within the housing groups.

VEHICULAR CIRCULATION

6.25 Wherever possible, new roads should make a positive contribution to the circulation pattern of the village, serving a limited amount of local traffic as well as the buildings along their length. Where a large amount of through traffic is anticipated a degree of pedestrian/vehicular segregation is desirable. Garage courts should be treated as hard landscape features and be designed to discourage the deposition of 'clutter' and rubbish.

PEDESTRIAN CIRCULATION

6.26 The footpath system should be designed to provide safe and attractive routes for pedestrians to the shops, schools and open spaces.

CHILDREN'S PLAY AREAS

6.27 These areas are intended to provide play space within the residential areas for children up to the age of five. They should be conveniently placed along the main footpath network, incorporating both hard and soft landscape features, sandpits, seats, etc. to provide meeting places for mothers with young children. They should be provided on the basis of one area per 30 dwellings.

HARD LANDSCAPING

6.28 Road edges, footpaths, garage courts, play areas, forecourts, should all be treated as hard landscape features reflecting the materials of adjacent buildings.

SOFT LANDSCAPING

6.29 Full advantage of the gradients should be made to open up views and glimpses of the valley landscape. Tree planting should be used to enclose open greens or courtyards, punctuate hard landscape areas, define the footpath system and to give emphasis to high density housing groups.

RESIDENTS' ASSOCIATIONS

6.30 Residents' Associations are already a common feature of modern housing developments. Established by covenant to maintain the amenities enjoyed by all owners, they allow greater freedom in planning footpaths, play areas and courtyards that would otherwise be subject to rigid regulations. It is suggested that many of the features that play an essential part in uniting dwellings and landscape are suitable matters to be the responsibility of such associations.

6.31 The following suggests which authorities should share the financial responsibilities of providing and maintaining features of the development :

Roads

Developer, adopted by
Highway Authority

Footpaths	Developer, adopted by Highway Authority
Lighting	Developer, adopted by Highway Authority
Play Areas) Developer, maintained by Residents' Association
Garage Courts) or similar organisation
Open Spaces	Residents' Association/ Parish Council





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The following list includes the documents used in the preparation of this report and publications intended to guide developers and individuals in the preparation of schemes in accordance with the aims and objectives of the Plan.

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GLOSSARY

BACKLAND DEVELOPMENT

Where a row of houses and other buildings front onto a street it often happens that there is a gap between these buildings. This gap could be sufficient to allow for the construction of a road to gain access to the land at the rear of the buildings. On occasion an old house may be demolished to make way for the road. The housing development that is now able to take place at the rear of the older properties is called 'backland' development. It is not usually regarded very favourably by the Planning Authority, one reason being that backland development is more often than not based on a cul-de-sac layout. This adds nothing to the village and is not a logical extension of the village pattern. The same is true of those estate roads that make a short loop into the backland area. Since the basic layout concept is alien to most villages it becomes almost impossible to plan the dwellings to reflect what is good in village design - the end result usually being rows of suburban type dwellings.

BYE-LAW HOUSING

Housing built following the Public Health Act of 1875. This Act laid down certain basic dimensions and standards to be used in housing layouts. It usually meant that speculative developers set out their estates to the basic minimum standards. The usual picture of bye-law housing is of row upon parallel row of houses around the industrial section of large cities.

Bye-law housing is to be found in rural areas but is somewhat rare, and is usually a single terrace block.

CATCHMENT AREA

This is an area of land that looks towards a central point for the provision of a specific service. Thus a village college has a catchment area of maybe seven other villages and their environs. The catchment area for Cambridge, in terms of shopping, could stretch up to 20-25 miles all round the town.

CONSERVATION AREAS

The Civic Amenities Act, 1968 imposes a duty on the Planning Authority to define areas of good architectural quality or important historical significance. Thus the Planning Authority will define a conservation area as "the character or appearance of which it is desirable to preserve or enhance". The aim is the improvement of the environment where the architectural or historic importance is already great.

DEVELOPMENT CONTROL

This is the part of a Planning Authority's work that deals with all the thousands of applications for permission to develop. It interprets the planning policy in terms of everyday building work.

DEVELOPMENT PLAN

A statutory plan for a Local Planning Authority's area, consisting of a map or maps and written statement(s) indicating the proposals and policies for the future development of that area.

ENVIRONMENT

The surrounding, both physical and social, in which we live. It is our environment that governs much of the way in which we act and make decisions. Our way of life is influenced by the environment in which we grew up as children. Thus the creation, or preservation, of a good and happy environment is the aim of a planner.

HARD LANDSCAPE

This refers to the man-made landscape of paving, roads, cobbles, kerbing, boundary walls, etc.

INFILL

This is the name given to new buildings, usually houses, that fill up the gaps left between blocks of existing houses. In planning terms it usually refers to single houses only. Thus an infill plot is likely to be about 30-50 feet in width.

LIGHT INDUSTRY

An industrial concern whose raw materials, process and end products are not of noxious, toxic or nuisance qualities. In other words, the whole process is not likely to unduly disturb the neighbours in an otherwise residential locality.

PASSENGER CAR UNIT (p.c.u.)

A measure of traffic flow taking into account the road space occupied by vehicles of a different type. Thus a private car is given the value of 1, a bus has a value of 3 and a bicycle is shown as $\frac{1}{2}$. Thus if the traffic passing a junction during one hour consisted of 60 cars, 5 buses and 100 bicycles, then the traffic flow would be expressed as 125 p.c.u.s/hour.

PEDESTRIAN/VEHICULAR SEGREGATION

In our motorised society it has become increasingly necessary to keep people and vehicles apart (for the safety of both). In most rural areas the problem is not too great at present. However, with some 14 million vehicles in use at the present time, and something in the order of 40 million expected by the year 2010, the problem is going to get very much worse. Thus even now, on major residential schemes, we try to obtain some degree of segregation between people and vehicles. This means a safe network of footpaths between houses, shops, schools and possibly

industrial sites. On the smaller schemes the number of vehicles likely to occur is small and the mixture of pedestrians and vehicles is bearable.

PROTECTED ACCESS POINT

It is possible that an area in a village is shown as suitable for residential development during the Plan Period. However, after the Plan Period the other land adjacent to the first area may be needed for further expansion. To enable that land to be properly developed with the least possible fuss, certain spaces have to be left in the original scheme to allow for road access. A protected access point means that roughly in the area indicated there should be left a space for a future access road.

REDEVELOPMENT

Where property has reached the end of its useful life it will, in the general interest, need to be replaced with its original use or with a use more suited to the needs of the surrounding area. Most schemes of this nature, at least in rural areas, are undertaken by private concerns. However, the Local Authority can become involved and this would entail compulsory purchase. The greatest part of a Local Authority involvement is in slum clearance work. It is quite rare for compulsory purchase to take place in a rural area (other than for road works) because the pressures for redevelopment are not so great.

REFURBISHING

It sometimes happens that an area has become a little 'down at heel', and is in need of a 'facelift'. This can be done on a variety of scales; through private and public participation as at Magdelane Street, Norwich, by the intervention of the Electricity Boards to remove unsightly overhead wires; by the efforts of individuals to brighten up the scene a little. All of these activities, and more, the Planning Authority would encourage with advice on colour schemes, on tree planting and on general improvement.

RIBBON DEVELOPMENT

This refers to dwellings strung along the frontage of a road leading out of a village. This usually means that all public services are unnaturally extended, that access to land at the rear is cut off, and that the approaches to a village are more often than not ruined by inappropriate housing. Ribbon development has come to be associated with the worst excesses of insensitive, suburban, 1930's style housing.

SERVICE INDUSTRY

An industrial concern that provides the supplementary needs of people living in that area, e.g. garage/service station, laundry, etc.

SMALL SCALE FOIL

A smaller building, or group of buildings that, by their size, help to show off to advantage a nearby larger building. Thus an ornate chapel can be complimented by

a row of small, simple cottages.

SOCIO-ECONOMIC GROUP

A means, for statistical purposes, of dividing the population up into measurable groups according to personal occupation. The Registrar General in his Census Returns refers to five groups as follows :-

Class I	Professional occupation
II	Intermediate occupation
III	Skilled occupation
IV	Partly skilled
V	Unskilled

In specific surveys this may be amended to include information on income and other factors.

It is interesting to note that at the time of the Kennedy Presidential Election in the U.S.A. the advisors to one of the candidates drew up a list of 401 socio-economic groups for voting purposes.

SOFT LANDSCAPE

This is the natural landscape of trees, grass, water, hedges, etc.

STOP LINES

A point shown on the Village Plan that indicates that beyond that place the Planning Authority will not normally allow any further development to take place, either frontage or backland.

STREET FURNITURE

An all embracing expression covering such things as lamp standards, public seats, manhole covers, road signs, notice boards, etc.

TOWN MAP

A statutory map and written statement showing in more detail the future development proposals for part of a Local Planning Authority's area, which is generally urban in character.

TOWNSCAPE

Whereas landscape refers to overall effect of natural objects, trees, hills, etc., townscape refers to the visual effect of buildings, walls, streets and the manner in which they are seen to relate to each other.

TRAFFIC GENERATORS

Those businesses, schools, industries, etc. that will, either all day or at peak hours, produce a high traffic flow.

TWILIGHT AREA

Obsolescent housing that is neither slum (legally unfit) nor

of a type or condition that warrants improvements - the type of property that is next in line for replacement after slum clearance.

VISUAL STOP

The barrier (building, trees, hills or whatever) that helps to close in and complete a pleasant scene.

WIRESCAPE

"Wire Landscape", usually a derogatory term referring to a clutter of telegraph poles, G. P. O. cables and power lines.

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